

## SWEN LUDVICK PAULSON



Swen Ludvick Paulson is undoubtedly the oldest resident living in this valley at this time, 1958. He was born December 24, 1863, at Folling Parrish, Jentland Lane, Sweden, to Paul Swenson and Mary Olson. He left Sweden June 1, 1886, and went to Norway,

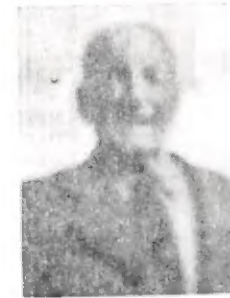
## / BEAUTIFUL UPON THE MOUNTAINS

then to England. He left England on an English vessel that had been condemned for passenger service and sank in New York harbor two years later. He arrived in the United States on July 10, 1886, and went to Chicago, where he spent three days. He was successful in obtaining employment on the railroad between Wisconsin and Illinois, later on the Chicago, Northwestern Railroad. He worked on railroad water tanks in the Dakotas and windmills in Missouri. While in Omaha in the summer of 1888 he contracted malaria fever, which proved very serious. He came to Heber that fall, as he knew Anton Olson and the Andersons and some of the other Swedish people living here.

He remembers distinctly of helping harvest potatoes in the north fields that year. He built homes for Richard Broadhead and John M. Murdoch, who had just been released from jail because of plural marriage. He worked on boarding houses in Park City for Anton Olson and others.

Swen has followed the carpenter and cabinet trade for years, at which he was rated among the best. He had a sister Annie, who came here to Utah and operated a boarding house in Park City and later was employed in Salt Lake City. She later came to Heber and kept house for Swen until she passed away, February 10, 1946. Swen has a brother in California, who the writer contacted recently and has since received a letter from him, and who Swen had not heard from since January, 1956. His brother goes by the name of Edward Fjellunder. He also has a sister in Minnesota, whose name and more exact address the writer is unable to give at this time. He had other brothers and sisters, who died in infancy. Swen died May 10, 1962.

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*Blacksmith  
Carpenter  
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The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

son, Andrew Mair, Jr., John Forman, Robert Montgomery, Byron Pierce, LaMar Watkins, Frank Murdock, Carl G. Anderson and Tom Parry. One other member of the trade, blacksmith Andrew Anderson, presented a paradox in that his specialty was watch repairing. He fixed the intricate mechanisms right along with his blacksmith work, though he never did any horse shoeing.

The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With the money now coming into the community, business began to pick up and new firms were established.

### TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.



The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.